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On the new Ship Canal,
TWENTY-STREET, ST. PETERS,
near Newtown-road,
ARMS LEASES, TORRENTS' TITLE,
IN THE ROOMS,
P2-1099,
FRIDAY, 2PM Instant,
PLANS NOW READY,
ARDSON AND WRENCH, Limited.

ALSON and **CO.** will sell by auction, at
10, THIS DAY, the 21st instant,
one fat sheep for Messrs. Buckland Bros. Two
ditto ditto for W. Jarrold, Esq., Curry
WALKER will sell, at his Store, at 10, 11,
and 12, Market Street, at 10 o'clock,
TRADE NOTICE.
HIDEN (for Goodenough, Mort, and Co.)
will sell by auction, at Homebush, THIS
instant, viz 19th inst.,
one fat sheep for Messrs Rose Brothers, Old
fat sheep for Miss L. F. J. Horton, and
one fat sheep for Messrs. Allison and Son,
the latter
one fat sheep for Messrs. South, Burton and
Orange Peak
and one fat sheep for Messrs. B. H. Brown, Esq. and

fat lambs for Messrs. Adams and Son, City.
JOHN, JONES, and DEVLIN, Limited, will sell by public auction, **THIS DAY, Thursday,** at 11 o'clock
 green sheepskins.
JOHN, JONES, and DEVLIN, Limited, will sell by public auction, at the **Hamstead** Hotel, **THIS DAY, Thursday,** at 11 o'clock
 fat bullocks, Messrs. Hunt Bros.
 fat sheep, W. Morrison, Esq.
 fat calves, Messrs. Hunt Bros.
 fat calves, 2, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390, 1392, 1394, 1396, 1398, 1400, 1402, 1404, 1406, 1408, 1410, 1412, 1414, 1416, 1418, 1420, 1422, 1424, 1426, 1428, 1430, 1432, 1434, 1436, 1438, 1440, 1442, 1444, 1446, 1448, 1450, 1452, 1454, 1456, 1458, 1460, 1462, 1464, 1466, 1468, 1470, 1472, 1474, 1476, 1478, 1480, 1482, 1484, 1486, 1488, 1490, 1492, 1494, 1496, 149

EDMUND'S Meat Market, Haystack—AMERICAN DAY, at 12 o'clock, beef, mutton, pork, LIVERBUSH FAT 470-K SALES.

THIS DAY, AUGUST 31, 1906.

CLARK, and CO., will sell by auction, in

- fat cattle, for J. J. Underwood, Esq.
- fat cattle, for The Weinhold Estate Commission
- fat cattle, for G. Palmer, Esq., The Man
- fat cattle, for T. A. Harris, Esq., Wedding
- fat cattle, for The Colliery Company, and, Cally House
- fat sheep, for J. M. Allison, Esq., Common
- fat calves, for The Colliery Company, and, Cally House

fat sheep, for Messrs. Johnson and Marsh, 100 lbs.

fat sheep, for Southern Agency, Tenn. 100 lbs.

STOCK FOR THURSDAY'S AUCTION.

REEDS and CO. will sell by auction, at 11 o'clock on THURSDAY, the 21st instant, the following:

fat cattle for J. Brewster, Esq. Polaris

fat cattle for W. F. Buchanan, Esq. Killebrew

fat cattle for M. H. Barnett, Esq. Rockwell

fat cattle for J. Grant, Esq. Cambridge

fat sheep for J. B. McArthur, Esq. Smith

fat sheep for F. H. Randall, Esq. Tennesse

fat sheep for Messrs. Brown Bros., Polaris

fat sheep for D. Munro, Esq. Woodville

fat sheep for J. Stuart, Esq. Cambridge

fat sheep for M. H. Barnett, Esq. Rockwell

fat sheep for J. A. E. Hutton, Esq. Polaris

fat sheep for E. G. Ashcraft, Esq. Harrisburg

fat sheep for J. Woodcock, Esq., Muller-
fat sheep for J. McAlman, Esq., Narn
fat sheep for W. S. Chapman, Esq., Lundy
fat sheep for C. B. Styles, Esq., Sherborne
fat sheep for A. Whalen, Esq., Keston
fat sheep for J. W. F. Darbington, Esq., Kile
fat sheep for W. F. Darbington, Esq., Kile
fat sheep for J. Stewart, Esq., Woodman
fat lambs for F. B. Randall, Esq., Tarnet
fat lambs for D. Munn, Esq., Woodstock
fat lambs for J. Brand, Esq., Cammer
fat lambs for J. Woodcock, Esq., Muller-
fat lambs for J. McAlman, Esq., Narn
FAT CATTLE AND SHEEP.
KILBURN, THIS DAY, 21st instant,
at 10 o'clock.

and BADERBY, Limited, will sell as above.

fat cattle, for Messrs. White and Oak,
fat cattle, for Messrs. G. and D. W. Bates,
fat
fat cattle, for Messrs. Bell and Ryd,
in Croydon;
fat cattle, for A. A. Company, Warran,
fat cattle, from St. Nicholas,
fat sheep, for Mr. J. M. Allwood, Omsa
and
fat sheep, for Mr. H. G. Cooper, Widge
fat sheep, for Messrs. Giffith Brothers, Broom
fat sheep, for Mr. M. C. Conger, Brodie
fat sheep, for Messrs. H. C. White and
Bonds
fat sheep, for Messrs. G. and C. Smith,
Barnham
fat sheep, for Messrs. Johnson and Marsh,
Barnham
fat sheep, for Mr. P. Bircham, Tuxton

fat sheep, for Mr. Joseph Warren, New
for lambs, the poor Western agents.
SON, LAVENDER, and CHAPMAN
all at the Municipal Yards, Homestead
instant, at special prices.
lambs for J. M. W. Adams, Esq., per rail
and sheep and lambs for T. W. Bell, Esq., per
SPECIAL NOTICE.
CLEARANCE SALE
OF
AND OF COLONIAL MANUFACTURED
FURNITURE.
AND TRICKETT (under instructions
these vendors) will hold an Auctioneers Sale at
136 PITT-STREET, THIS DAY, being
of a very useful assortment of FURNITURE,
and other articles, which have been
purchased by the Government of New South
Wales, and are now offered for sale at
a very low price, in order to clear the
premises.

M. A. CUTLER, secretary, OYSTERHEAD
 1000 N. 10th St., Oysterhead, Calhoun Co., Maine
 N. A. CUTLER, writing cabinets, Milwaukee, Wis.
 J. B. EUBANKS and Wanda, Astoria, Calif.
 Edw. Moore, Painted Maple, Springfield, Mo.
 together with a quantity of books; also a
 fine Astronomical Telescope, by Messrs. of
 it.

VIEW 9.00 THIS MORNING.
 TENNESSEE.
 SALE THIS MORNING, 11, at
 the FIDELITY, New-road Hotel, on Wm. St.
 FRIDAY, 22d August, 1896.
 at 11 a.m.
 UNRESERVED SALE
 OF
 FINE FURNITURE AND EFFECTS
 BY
 HILTON and CO. (J. O. McElwain)
 sold by auction, the above, at their Rooms,
 on No. 55, 52nd St. S. E., Richmond, Va.

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ON AN EARLY DATE,
at the
CITY MART,
at 11 o'clock.

**PEREMPTORY
SALE BY AUCTION.**

MRS PRINCESS ALEXANDRA,
1901 Lane register,
at St. John's, New Brunswick.

As she lies alongside
HORT'S DOCK, BALMAIN,
buyers must inspect prior to sale.

This vessel will carry
1600 TONS COAL.

5 MILLION FEET LUMBER.

and
and CO. will sell by auction, as above.

and particulars on application.
 Inspect on board.
 Holmsten Steam Ferry Co., Boston-and
 SITES. FACTORY SITES
 On the new Ship Canal,
 1177-STREET, ST. PETERS,
 near Newtown-road.
 & LEASED. FOREIGN TITLE
 out of 1
 the 517
 the 600
 600,000

IN THE ROOM,
FIVE-STORY,
FRIDAY, 5000 TON.
FLAME NOW READY.
EDSON and WARRICK, Makers

Advertisements and notices on the left margin, including various business listings and public notices.

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mitted to come upon the wharves. One of the schooners worked at the wharf, and by the evening nearly the whole of the perishable cargo was on the wharf. The men estimate that they will have entirely unloaded the vessel by Friday, when she will be laid up, as the season have left her.

Similar arrangements were made by owners of fruit on the A. U. S. N. Arasco, but very little progress was made.

During the morning a deputation from the fruit committee, consisting of Messrs. Jenson, Cato, and Jones, again waited upon the executive committee. They stated that they had been unable to induce them under the exceptional circumstances, to discharge fruit vendors; but after the matter had been considered by them Mr. McKillop, the president, stated that the executive's decision was that none of the freight should be taken off the backs of the fruit men, as it would mean objecting to the native growers planting men on board, as they did not wish to work in opposition to the interests of the minorities; the delegates stated that they would take what steps they might deem advisable.

SCENES ON THE WHARVES.

The wharves were thronged with all of the white, colored, and native people of the genus of bustling

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they had any dispute with the company, or wished for increases, to which question they replied in the negative.

Mr. Lewis, the traffic manager, has experienced considerable inconvenience in consequence of the action of the men. He states that none of his crew are working in opposition to the interests of the union, and considers that the action of the union is a very tyrannical one, and that it is hindering the interests of the men who are interested in shipping pursuits. He has always complied and is still willing to comply, with the demands of the men.

The traffic manager, recognising the serious state of affairs, and as the situation (which yesterday afternoon, when the men occupied the wharf from dock) is inclined to have on the 27th instant, made arrangements for the employment of non-

unnoticed. Ever 30 men, previously engaged in various occupations, were sent to the warehouse to help in the "turn-out," said Mr. Jewett. "We have sufficient coal on the wharf for this year, and the strike will be over in a few days. The men are not to be paid for the whole of our cargo is also on the wharf; but I will not let them go until they have received their full portion of our cargo as presently stored in the warehouse of Messrs. Fied and Co."

At 10 o'clock the men were all well yesterday, and were extremely glad they almost to gain satisfaction. About 400 men of the strike were expected to appear. The men have been made to sleep on the wharf and to sleep on board. As they never were allowed to sleep on the wharf, they were sent to the warehouse. A number of watchmen have been stationed at the warehouse entrance, and nobody except the men of the strike were allowed to enter. The men were given the whole of the day number of the labourers and coal buyers "pickets" were to be seen watching events, but beyond a few shots at intervals no disturbance was caused.

Duffin, however, by the managers in this respect, the men were not allowed to enter the warehouse at night. Three of the pickets handed out a night

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No great difficulty was experienced in the unloading of the Puntland and Oriental Company in despatching her cargo to the various ports of the coast. The work done on board the Britannia yesterday, but nearly the whole of her cargo is stored, and she is already being loaded for her return to the coast. The cargo shipped, and some trouble is likely to ensue when the cargo is made to move from the Darling Harbour stores.

It is understood that arrangements have been entered into for the despatch of the Britannia to the Southern district, which will arrive by rail.

ORIENT COMPANY.

The coal lumper, who is engaged by the Orient Company's Gruba lying in Neutral Bay, suddenly stopped work for an unreasonable cause on Tuesday afternoon, and the company has been obliged to employ present trouble, for the only explanation tendered by him is that he is a married man, and that he has a general rule in the order that the men may gain a victory. The company naturally refused to accede to his unjust demand, and the managers have decided that unless the union gets to be a serious one, they will employ a coal crew in order that they may get the coal.

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majority of the drydock men are not members of the union, although it is said they are now being organized. The laborers here struck are thus a comparatively little work to do.

TRIFLING'S ARRIVAL.

The s.s. *Trifling*, of the American Steamer and Co. arrived yesterday afternoon. The vigilance committee has been notified that the vessel has considerable difficulty in boarding, and it is stated that all her officers are non-unionists. It is understood that the men will come on shore without any risk. The wharf labourers will not touch her.

The Scottish Clerk arrived from Antwerp. She is a small vessel, and it is expected that she will be made to unload her until the trouble is over.

The A. C. S. N. Company's steamer *Worcester*, with 2000 tons of coal, arrived yesterday morning. She left night from Falm. It is probable that efforts will be made to-day to get her off the fruit.

REFUSAL TO WAGES.

The *Waverley*, *Clarence* and *Richmond River*, A. C. S. N. Company's steamers, which are expected to arrive to-day, will have, it is understood, no difficulty in getting on shore, as the men refuse to work for wages.

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and decided to levy members 6 per cent. As there are

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MANLY BICYCLE CLUB SPORTS.
The following are the entries and handicaps for the

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CYCLING.
The prizes for the Club on Saturday, 30th instant, for the 1st day have been for the annual race meeting, as follows:—
1st, N. J. H. 1st; 2nd, N. J. H. 2nd; 3rd, N. J. H. 3rd; 4th, N. J. H. 4th; 5th, N. J. H. 5th; 6th, N. J. H. 6th; 7th, N. J. H. 7th; 8th, N. J. H. 8th; 9th, N. J. H. 9th; 10th, N. J. H. 10th; 11th, N. J. H. 11th; 12th, N. J. H. 12th; 13th, N. J. H. 13th; 14th, N. J. H. 14th; 15th, N. J. H. 15th; 16th, N. J. H. 16th; 17th, N. J. H. 17th; 18th, N. J. H. 18th; 19th, N. J. H. 19th; 20th, N. J. H. 20th; 21st, N. J. H. 21st; 22nd, N. J. H. 22nd; 23rd, N. J. H. 23rd; 24th, N. J. H. 24th; 25th, N. J. H. 25th; 26th, N. J. H. 26th; 27th, N. J. H. 27th; 28th, N. J. H. 28th; 29th, N. J. H. 29th; 30th, N. J. H. 30th; 31st, N. J. H. 31st; 32nd, N. J. H. 32nd; 33rd, N. J. H. 33rd; 34th, N. J. H. 34th; 35th, N. J. H. 35th; 36th, N. J. H. 36th; 37th, N. J. H. 37th; 38th, N. J. H. 38th; 39th, N. J. H. 39th; 40th, N. J. H. 40th; 41st, N. J. H. 41st; 42nd, N. J. H. 42nd; 43rd, N. J. H. 43rd; 44th, N. J. H. 44th; 45th, N. J. H. 45th; 46th, N. J. H. 46th; 47th, N. J. H. 47th; 48th, N. J. H. 48th; 49th, N. J. H. 49th; 50th, N. J. H. 50th; 51st, N. J. H. 51st; 52nd, N. J. H. 52nd; 53rd, N. J. H. 53rd; 54th, N. J. H. 54th; 55th, N. J. H. 55th; 56th, N. J. H. 56th; 57th, N. J. H. 57th; 58th, N. J. H. 58th; 59th, N. J. H. 59th; 60th, N. J. H. 60th; 61st, N. J. H. 61st; 62nd, N. J. H. 62nd; 63rd, N. J. H. 63rd; 64th, N. J. H. 64th; 65th, N. J. H. 65th; 66th, N. J. H. 66th; 67th, N. J. H. 67th; 68th, N. J. H. 68th; 69th, N. J. H. 69th; 70th, N. J. H. 70th; 71st, N. J. H. 71st; 72nd, N. J. H. 72nd; 73rd, N. J. H. 73rd; 74th, N. J. H. 74th; 75th, N. J. H. 75th; 76th, N. J. H. 76th; 77th, N. J. H. 77th; 78th, N. J. H. 78th; 79th, N. J. H. 79th; 80th, N. J. H. 80th; 81st, N. J. H. 81st; 82nd, N. J. H. 82nd; 83rd, N. J. H. 83rd; 84th, N. J. H. 84th; 85th, N. J. H. 85th; 86th, N. J. H. 86th; 87th, N. J. H. 87th; 88th, N. J. H. 88th; 89th, N. J. H. 89th; 90th, N. J. H. 90th; 91st, N. J. H. 91st; 92nd, N. J. H. 92nd; 93rd, N. J. H. 93rd; 94th, N. J. H. 94th; 95th, N. J. H. 95th; 96th, N. J. 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At a general meeting of the Speedwell Bicycle Club held last night, it was decided to present the members with their present meeting on Monday night, August 24, at 6.30, on the 1st race, King's Cup, the following are the state's race for the month of August and September: August 23, Manly 1st, sports meeting, August 30, Sydney B. C. sports meeting, September 6, Windsor; September 13, Pitt Head, September 20, Parramatta; September 27, Liverpool.

But the writer also says that Australian wine is "not a thing that is advertised on the radio, in the papers and elsewhere, and also by the still more pressing advertisements (from the vicereine's point of view) that impregnate in this country are apt to believe that they cannot get supplied with wine from Australia, and stilling take to France, themselves. Australian wine is little known to you partly because among the richer classes there is still a prejudice against it, even in the face of its growth, and partly because few Australians have any consideration for their systems would be to grow such wine as to be lost. Among the poorer classes, rather, I should say, the poorer classes, for there are, of course, no "lower" classes in Australia—the

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any degree of a similar quality to that of the very advance complex which have been already offered to the world. Now, this is just what, so far, traditional signatures have not been able to accomplish. And this reason, on one hand, is not far from being the cause of the present state of the wine business in England. For, even the famous French vine-growers, who are famous for their wine-making, and, in fact, happens to be a large and nearly every small wine-grower is a small one. He makes as well, because wine factories have not yet been established. The consequence is that every man who has a vineyard, or even a small one, is a wine-grower. In consequence, when a variety that is growing but commercially unprofitable. There are, therefore, great difficulties as will which beset the traditional vintners in his honest endeavour to make

of the most distant and poorest soils of European wine-growing lands may be utterly unattained in the forests of America. The wine-maker has to try and meet in the best way he can enabled by the rather feeble light shed by nature, often, on soils of his predecessors. The peculiar methods employed by myself for turning these difficulties and making a really good wine out of such soils, and the numerous and inviolable and for persons in the strongest health, I, of course, am going to divulge. That, as General Gifford used to say, is *mon secret d'Etat*. But, for the sake of those who may come after me, I will, if not too late, give you a few hints, and a few cautions, from my own experience, and the experience of others. To such I would say, I, don't press the grapes too hard and with bones joined in the sides if you

2. Don't sneeze that if you put the crushed bark and sticks into a barrel, add pure water and sugar, and then leave to ferment, the resulting beverage will be better, or anything at all, than the stuff that is drunk so confidently and without offending him, drunk anywhere near his neighbor's wine. You may be safely trusted to touch your own. An Australian village is really the picturesque life which it is, or is supposed to be, in the heart of the world. The merry barbed-wire fence is the real life of the world, and the other parts of the world, - rather conspicuous by his absence in Australia. In the first place, there are no cities in Australia, but only "places." Secondly, if your merry barbed-wire fence existed, he would require to turn at the "bars" his "tucker." Consequently

the grapes, and the stalks are pressed. Whatever is left is done by crushing, therefore, is so done, probably is made the worse done on that account. The principal machine is, of course, the press; which, in fact, is a pot-press, here not of those that press the fruit, but of those that grate the grapes. They have to pass through the *grappeur*, which being unisolated, makes "stalker and crusher." This considerable invention is invaded by a simple contrivance, to break the tough skins of the grapes so as to separate the berries from the stalks; the *grappeur* is a simple contrivance, and the *grappeur* it certainly does; but if anyone thinks that it is going to save him the trouble of "stalking," he had better give up wine-making and

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of other and better-known brands, that its future
But whether this is so or not, as the making of
wines and liquors is to secure to be more known and
reputed for its own sake. There can be little doubt
the result: go free.

RAILWAY COMMUNICATION.

TO THE EDITOR OF THE HERALD.

Sir,—I desire to bring under the notice of the
Communications the inconvenience to the travelling
on the railway line experienced from the want of a
train from Sydney on Sunday nights. Numbers of
people would visit Sydney for Saturday and Sunday if
they could return in time for business on Monday
morning. I reside also at Goulburn, Yass, Cooma,
Murrumbidgee, Waggon, and other places.

advantage, as they have the mail train serving in at Albany at a.m. Mondays; the Newcastle route is a saving Sydney at 7 p.m. Sundays. I am suggesting that a train leave Sydney on Sunday morning at 6 a.m., running mail train to Newcastle, there should I think be a mail train to Sydney on Saturday, so that a train should leave the principal points, Albany and Sydney, on every day of the week. The objection may be raised to Sunday trains, but I fail to see with any force, as at present the only train leaving Sydney at 6 p.m. on Saturday only travels three hours on Sunday and six on Monday, and the mail from Albany, leaving 2.15 p.m. on Saturday, reaches Sydney at 10.15 a.m. on Sunday, and 10 hours on Sunday and six on Monday. I feel

our worthy Commisssioners, with their desire to
solve all matters in connection with the railroads,
and do well to give the matter their consideration
during the coming holiday season.

I am, Sir,
Very respectfully,
Your obedient servant,
J. M. B. **COUNTRY RESIDENT.**

DISCOVERED DISCOVERY FOR THE HAIR.—If your hair is
turning grey or white, or falling out, use the "Magnesian Hair
Ointment," for it will positively restore it even to the grey or
white hair to its original colour, without altering the dis-
tinctive smell of most "Restorers." Sold by all Chem-
ists.

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